

Pension Our Soldiers?

By H. R. Roper, in the American

of January.

Among the questions which are early decision at the hands of the nation's leaders, is that of pensioning our soldiers. It has indeed become a burning question. The nation ought to do something for the men who have given us the freedom of this country.

There are many who say that the pensioning of our soldiers is a matter of grave importance, and that it is a duty which the nation cannot neglect.

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there be any class of men with whom their brother taxpayers can richly afford to deal liberally, it is those who, having generously and patriotically cast all that man can offer into the balance, now stand knocking for the recognition of a few dollars a month during their declining years.

AN ARMY OF AMERICAN "BUMS" IN A WINTERLESS LAND.

Thrilling Tales of Woe and Misadventure
Poured into the Ears of Listening Travelers—A True Test-Sailor in Distress—A Difference.

The same sort of greasy, squalid, malodorous bummer who comes into Boston when November's chill blasts sweep through rural Massachusetts has invaded this winterless land. He began his pilgrimage this way by first trying El Paso, Tex., as a place of winter resort. El Paso, the gate city of Mexico, has an almost unendurable summer climate, but it possesses a model winter one, when it is a pleasure to live merely for the sake of living. Invalids will find the dry, warm air of El Paso as good as that of many an Italian or Mediterranean resort during the winter months. But the American "bum" is no invalid; he is a sturdy vagabond with a genuine tropical liking for the warm side of a police station stove, indeed. I believe he is actuated by this semi-conscious desire all men of Northern climates have to seek a warmer climate when sharp and rigorous winter sets in, freezing lakes and rivers and benumbing fogs and fogs.

Later, quite an army of American tramps have invaded Mexico, working their way down the Central railway, and reaching this cosmopolitan capital with an instinct that surely points out to them where they may find men who speak their own language. They are cunning chaps, these American gypsies, and will tell you a thrilling tale of wrongs done them by the Mexicans, of their utter and unmerited destitution, and then strike you for the usual small loan "till they can get work." I met a chap the other day and he whined piteously. He had been stranded here without a cent, he said, the man for whom he was to have worked having failed in business, and he had tried to obtain work, which I knew was untrue, at both the Central and National railways. I asked him if he had not been to see Col. More, the United States consul general, who has a sort of semi-official function as regards Americans in distress. No, he had not thought of that. "Well," I remarked, "until you have made known your case to him and had it investigated I shall not give you anything." He turned away sorrowful, giving me a look as if I were a very austere person upon whom a just and discerning Providence would soon bring well merited disaster. He never went to the consul general, and the last I saw of him he was working the same old racket with occasional success.

CASES OF REAL DISTRESS.

There is an organization here known as the American Benevolent society, which tries to do something effective for American citizens really in distress, and this society does good oftentimes, but its conductors have come to know the difference between genuine and simulated cases of distress, and when a man asks aid they test him with a moral ticket, for if a fellow is really hungry he will snatch at a meal ticket as if it were money itself. Then for the sick American stranded here there is an excellent institution known as the American Hospital, well supported, but requiring a good sum for the extension of its buildings. The English colony contribute to this institution when any British subject needs to go there. It is a good charity for touring Americans to remember.

So the really deserving American here who is in actual distress need not fear starvation. The railway managers always give passes out of the country to men well recommended to them by the benevolent society's officials. Of course a charity passenger is not sent home in a Pullman car, and this is resented by the tramp, who would ask for a special train if his nerve were a little more developed. At Vera Cruz, the other day, I was standing on the custom house pier watching the late sails of the flying water craft, absorbed in the beauty of the scene, the tossing waters of the big gulf, the bright tropic sky and all the movement of a gay and lively port. Then there came an unwelcome interruption in my own native tongue, which sounds so ill at ease when the wrong man uses it to me under foreign skies. "Please, sir, could you not do something for a poor sailor in distress? I'm sick and trying to get out of this place." The speaker was a gaunt, pale old fellow with eyes that could counterfeits distress most laughingly. He added: "I have had no breakfast, and it's now 9 o'clock." To this broad hint I responded by giving him a quarter and some sound advice.

WAS NOT HIS FAULT.

"Have you been to the American consul?" I asked. He had not, but it was not his fault, for he was just out of the port hospital and did not like to trouble the consul. A few hours later I was taking some pale ale under an arcade with a Bostonian and a Baltimorean, and soon I saw a young sailor in distress leave in sight. He came along with eyes down, and not discerning me, he stopped at our table and renewed to my friends his request for money, and was as hungry as ever. They gave him a few cents, and he went on. Shortly after I chanced to meet him and said: "Aren't you ashamed to be begging in the streets, when all you have to do is to go to the consul and get a ticket to go home?" This time I did not let him get away with his silver upon him, but let him go his way. By and by I met Sam, the same lively fellow, who acts as interpreter, guide, philosopher and friend for English-speaking tourists in Vera Cruz. "Yah," said Sam, "you 'jes bet I know dat feller. He's one of de gang dat's struck dis year town. Djer jive him anything?" And then Sam unveiled the tale about the American bummer on the tale about the Mexican gulf that gave me a new idea of the ingenuity and brass of my lower strata countrymen, who are roaming around the world.

Sam's idea of the tramp is that he is an aristocrat, because he won't work, a man who spends his occasional money in pleasure, and who goes about seeing the world. All the difference, according to Sam, between the tramp and the high toned beggar is the amount of baggage carried. I soon found that the genial tramps had been working Vera Cruz for some time, finding the generous sailors who come ashore for a day's lark free handed, and properly contributory to the support of afflicted "mates."

The tramps read the papers, and they have found out that the country without snow, with a blue sky and warm sun all winter, is a good country to recreate one's self in, and from this time on the petting and chaffing of the sailors through the grating chap who bums through the brackish and Illinois all summer will seek Mexico or the Mexican border towns in the winter. —Mexico Cor. Boston Herald.

The World's Insects.

In a paper on injurious insects, Professor J. A. Lintner placed the total number of insect species in the world at 320,000. Of these found in the United States, 9,000 are insects which are fruit pests, and 7,000 are insects which are pests of the human race. A borer at least 100 at the apple. A borer which had hitherto troubled only peach and plum trees has begun to destroy the apple within the past two weeks. The successful fruit grower must be something of an entomologist. —Boston Budget.

AN ORDINANCE Relating to the Orange Cross-Town and Orange Valley Street Railway Company.

Be it ordained by the Township Committee of the Township of Bloomfield as follows:

Section 1. That "The Orange Cross-Town and Orange Valley Street Railway Company," a corporation incorporated under the certain act of the Legislature of the State of New Jersey, entitled "An Act to provide for the Incorporation of Street Railway Companies, and to Regulate the same," approved April sixth A. D. eighteen hundred and eighty-six, is hereby granted the right to construct, maintain and operate a street railway for the transportation of passengers upon the following described location of the route of its tracks, that is to say upon the certain route: Commencing on Prospect Street at the boundary line established between the Township of East Orange and the Township of Bloomfield, and running thence Northerly through the centre or side of said Prospect Street to Glenwood Avenue.

Also, continuing through the centre or side of said Glenwood Avenue, Northeast to Bloomfield Avenue.

Also, continuing Northeastly across Bloomfield Avenue and across the tracks of the Newark and Bloomfield Street Railway to Broad Street.

Also, continuing along said Broad Street to its terminus at or near Bay Lane.

Sec. 2. The grant hereby made is under the following restrictions and regulations, to wit:

I. There shall be only a single track laid and that shall be upon the side line of each street, except where the Township Committee shall, by resolution otherwise expressly determining; but there may be as many turn-outs and switches as shall be required; provided, that no turn-out shall be more than 175 feet in length, nor with-in 500 feet of any other turn-outs on the same street.

II. The rails to be used for said railroad shall be of steel, and of the kind and pattern now used by the said Orange Cross-Town and Orange Valley Street Railway Company in the City of Orange and weighing from thirty-eight to forty pounds to the yard, and the sleepers, ties, chairs, spikes and bolts shall be of the best quality of their respective kinds; and both material and workmanship shall be subject to the inspection and approval of said Township Committee, and said railroad shall not be operated for the transportation of passengers, and fares be collected thereon, until so approved and accepted by said Township Committee, in writing.

III. The spaces between the rails of the tracks, switches and turn-outs, shall be paved with cobble stone of medium size and of good quality, and to the satisfaction of said Township Committee, before the said railroad shall be operated for the transportation of passengers, and fares be collected thereon; and provided also, that all macadam or broken stone excavated or displaced by the operation of said railroad shall be the property of the Township.

IV. The said space between the rails and between the tracks and the space of the width of eighteen feet on each side of the track or tracks on unpaved streets, shall be, at all times, kept and maintained in good order and repair by and at the expense of said company, and to the satisfaction of the Board of Township Committee of said Township; or if not so kept and maintained, the repairs thereto may be made by or under the direction of said Township Committee, and the cost of such repairs, and the expense thereof shall be paid on demand, by said company to said Township; provided, the said Board of Township Committee, or a majority of them, shall give at least ten days notice, in writing, of their intention to make such repairs; the said notice to be served upon any officer or employee of said company who may be found at their office or stables.

V. The company shall, in laying its tracks, switches and turn-outs, conform, in all cases, to the grade lines of the streets, as now established, or as they may be hereafter changed or established by the Township Committee; and said company shall in case of any such change of grade, conform thereto, and alter such tracks, switches and turn-outs at their own expense, and without unnecessary delay, and under the direction of said Board of Township Committee; or, in case of default, the said Board of Township Committee shall make such change, or cause the same to be made, and the expenses thereof shall be paid, on demand, by said company to said Township; provided, ten days notice of the Committee's intention to make such change shall be given, and served in the same manner as in case of repairs as aforesaid.

VI. In passing over the gutters of any cross street where the bottom of such gutters is or may be below the grade line of such railroad, the rails shall be securely laid and fastened upon oak bridges of the most approved pattern; and such bridges shall be extended on each side of the track or tracks to the gutter line of the street in which said track or tracks are laid; the bridges and work to be subject to the inspection and approval of said Township Committee, in every particular.

VII. During the construction of said railroad, no unnecessary hindrance or obstruction to ordinary travel upon any such street or streets, shall be permitted; and if any accident or other casualty shall happen to occur, at any time, to any person or property, because or by reason of any work connected with such construction of said railroad, or afterwards because or by reason of any operation thereof, or through the carelessness or negligence of any of the company's officers or servants, agents or employees, the said company shall be liable therefor, and shall be held harmless from all cost, loss or damage by reason thereof.

In such manner as to obstruct any other public travel therein; but, when removing said snow, ice or slush from said track or tracks, the said company, or its officers, servants, agents or employees, shall cause the same to be immediately leveled between the said track or tracks and the gutter lines on each side thereof; under a penalty of twenty dollars to be paid by said company or by any of its officers, servants, agents or employees, so offending, to said Township for each and every offense.

XII. The said Township reserves the right to erect or to cause to be erected on any street in which said railroad shall be so constructed, for the purpose of laying, examining, repairing or replacing any water or sewer pipe or pipes or making or shutting off any connection therewith, or for the purpose of making any other public improvement, or of doing any other public work of any kind whatsoever; and the said company shall not have any recourse against said Township, therefor, for damages or otherwise, because of any detention or obstruction to the travel upon said railroad arising therefrom.

XIII. If the said company shall fail to build or construct the whole of said railroad, with its said turn-outs and switches in manner aforesaid, and to put the same in full and complete operation for the transportation of passengers, within one year next after the passage of this ordinance, or shall afterwards fail or neglect to operate the same as aforesaid, daily and every day, for the space of three consecutive months, all the rights, powers and privileges, and every of them, of said company, their successors or assigns, under and by virtue of this ordinance, shall thereupon cease and be determined, and this ordinance shall become null and void, so far as the grant of any such right, power or privilege to said company is concerned; and, in either of such cases, the Township Committee, expressly reserves the right to cause the said railroad, or any part or parts thereof, so constructed, to be removed from said street or streets, or any of them, and to sell and dispose of the materials thereof, by public auction, and, after paying all the expenses of such removal and sale, and of restoring the same as nearly as possible to its or their original condition, to pay the balance of the proceeds of such sale to the said company, or its successors or assigns; provided that no notice of such sale shall be required to be given, other than an advertisement, signed by the Township Clerk, and published in a newspaper, published in said township.

XIV. The said company shall pay to the Collector of Taxes for said Township, for the use of said Township, a license fee of one dollar per year for each and every year for each and every car run upon said railroad; and all such licenses shall expire and be renewed for the term of one year, on the first day of January of each year.

XV. The said company shall file with the Township Clerk within ninety days next after the passage of this ordinance, their acceptance, under their corporate seal, and signed by their president of the terms and provisions, conditions and regulations hereof, and every of them, and in default thereof, it shall be understood, and held that they decline to accept the same, and thereupon all rights, powers and privileges, and every of them, hereby, shall forever cease and be at an end, in the same manner and with the same effect as if this ordinance had never been passed.

EDWARD F. FARRAND,
Township Clerk.
Bloomfield, N. J., Jan. 14, 1888.

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SEASONABLE GOODS FOR THE FALL.

NEW CANNED GOODS
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New French Prunes,
New Turkish Prunes,
New Smyrna Currants,
New Ondura Raisins,
New Assorted Table Nuts,
New Comb Honey, 1lb Bxs.,
New Bottled Honey and Maple Syrup,
Figs and Lemons.

Fresh Importation of Keilers Marmalade, in 1lb Pots, 15c. Assorted Jams 20c. per Pot.

Try a Kit
Of our
No. 2 Mackerel
\$1.
Hams,
13c. Lb.
NEW SUSSEX COUNTRY
BUCKWHEAT FLOUR.
Don't forget to come and look at our PRESENT DEPARTMENT.

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